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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
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The only Reliable Brand is
MARTINI ROSSI
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AGENTS—
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12, Queen's Road Central

No. 14,501 號壹零百伍千肆萬壹第 日柒十月捌年十叁緒光 HONGKONG, MONDAY, SEPTEMBER 26TH, 1904. 電拜禮 號陸十月玖年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.
LIMITED,

MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841.

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Have been appointed

SOLE AGENTS

FOR THE

OLD
BLEND
WHISKY.

The Brand of the

OLD

COACHING DAYS

Price Per 1 Doz. Bot. \$14.00

" " 1 " Flasks 8.00

" " 1 " 5.00

" " 2 Gallon Jar 14.00

[a2183]

CUTLER, PALMER
& CO.'S

PRICE \$11.00 PER DOZEN

Net

Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a46]

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We are Sole Agents for the following:
MONOPOL, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand and
for sale. Also a large assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
BICKSHAS fitted with PNEUMATIC
TYRES and BALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
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WING SUN & CO.,

No. 54, QUEEN'S ROAD CENTRAL
(Premises formerly occupied by Messrs.
C. J. Gaupp & Co.)

HIGH-CLASS TAILORS & OUTFITTERS,
SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Price Very Moderate.
Now Showing: Latest Fanned Suitings,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c., &c.
Inspection invited.
Hongkong, 5th August, 1904. [1912]

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A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902. [a49]

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HOTELS,

8 & 10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTELS.
Cool Rooms, Elaborately Furnished, Com-
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Special Rates for Monthly Boarders.
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Manager.

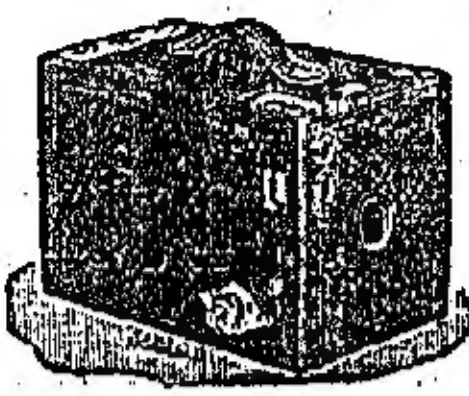
Hongkong, 24th September, 1904. [1631]

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FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 15th August, 1904.

(Same Premises as Messrs. Ah Chee). [a38]

ARNHOLD, KARBURG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a333]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

DOURO PORT,
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
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LA TORRE SHERRY,
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A natural and most pleasant wine to the taste

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]



We have Just Landed a Few Cases of Champagne in QUARTER
Bottles suitable for invalids.

LANSON VIN. 1898.

Price.....\$15 Per Dozen.

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WINE AND SPIRIT MERCHANTS,

15, QUEEN'S ROAD.

Hongkong, 20th September, 1904. [a35]

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CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

MARINE AND ELECTRICAL CONTRACTORS.

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ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,
POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING and ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

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Hongkong, 24th August, 1904. [a1153]

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NEW BOOKS BY ENGLISH MAIL.

A MODERN LEGIONARY, by J. P. Le

Post 175

WHEN I WAS CAIR, by A. W.

Marchmont 175

THE STOLEN SUBMARINE, by Geo.

Griffith 175

A BRIDE FROM THE SEA, by Guy

Boothby 175

YANG HUN TAY (Le Diable Etranger),

by V. Sieroszewski 225

OLIVE LATHAM, by E. L. Voinich 175

ALL THE WORLD'S FIGHTING SHIPS,

1904, by F. T. Jane 13.00

JAPAN BY THE JAPANESE, A SURVEY

BY ITS HIGHEST AUTHORITIES,

Edited by A. T. Stead 17.50

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EXCHANGE, by D. Kinley 4.50

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A POPULAR TREATISE ON APPLI-

CATIONS OF ELECTRICITY IN

MODERN LIFE, by Prof. Wal-

mesley 9.00

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ANIMAL LIFE AND THE WORLD OF

NATURE. A MAGAZINE OF NATU-

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JECTS, by C. Macnaghten 2.20

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PTOMATIC TREATMENT, by P. N.

Gerard 2.20

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RELATION TO STRENGTH, &c., by

A. Haig, 5th Ed. 1.75

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SES INSTITUTIONS, by F. Farjeon

EX CORRE, by Mde. C. Vanier and H.

Francia 3.00

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Bernard 3.00

L'EMPIRE D'ANNAM, by Capt. C.

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THE CRUISE OF THE

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IN VERSE

TOGETHER WITH SONGS, POEMS

AND DIALOGUES.

By MELVILLE PINKNELL.

Price \$2.00

LETT'S DIARIES 1905. [a32]

TIRED WHEN YOU GET UP?

Do you get out of bed in the morning feeling "all played out," dull headache, no appetite, no energy?

WATKINS' IRON TONIC

A simple tonic that will make all the difference in the world in the way you feel. It will stimulate your liver, tone up your system, give you an appetite. You need only take it a short time before you will get up in the morning with a clear head, a pure sweet breath, and feeling like work.

WATKINS LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS,

APOTHECARIES' HALL, WATKINS BUILDING. [a37]

THE

LAHMEYER ELECTRICAL CO. LD.

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ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—

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MUSIC DEPARTMENT.

The FINEST ENGLISH and FOREIGN-MADE PIANOS are those of

BROADWOOD & SONS.

BRINSMEAD & SONS.

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ALLISON & CO.

DORNER & SONS and STEINWAY & SONS.

They can be purchased in Hongkong from the SOLE AGENTS ONLY, viz:—

LANE, CRAWFORD & CO.

Hongkong, 23rd September, 1904. [a4a]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

LETT'S DIARIES 1905.

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The Man Reconverted ... 4.60

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Chinese Characteristics, by Smith ... 4.50

Village Life in China ... 4.50

Stanley Gibbons' Stamp Catalogue,

British ... 1.50

Foreign ... 1.50

The Vanished Tale of Korea ... 3.50

The Light of Asia, by Arnold

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Wordsworth's Poems, bound in Lambkin

Landon's Shorter Works, bound in Lamb-

skin ... 3.00

Shakespeare's Poems and Song, Lamb-

skin ... 2.20

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bound Lambkin ... 2.20

Rational Home Gymnastics, by Nissen ... 2.50

Every Man His Own Lawyer ... 5.25

War Ships: a Text Book, by Atwood ... 9.00

JUST RECEIVED.

STOCK OF COLOURED PASTELS—CARTEON.

HEADS, THE AMERICAN GIRL, A DAY'S

SHOOTING, THE SEASONS, Pictures

by Harrison Fisher. WILD ANIMALS.

DATING STAMPS, Great Variety.

THE YANKEE STYLO PEN

BRASS FRAMES and COPPER FRAMES,

Various Sizes.

SETS OF BADMINTON

EGYPTIAN CIGARETTES [a33]

GREEN ISLAND CEMENT CO. PANY

PORTLAND CEMENT.

Casks of 375 lbs. net \$5.00 per Cask ex Factory.

Sigs of 250 lbs. net \$3.20 per bag ex Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st September, 1904. [a1451]

INSURANCE

THE STANDARD LIFE OFFICE.

(ESTABLISHED 1825.)

THE Accumulated Funds of the Company
are nearly

\$11,000,000,

and the annual revenue is at the rate of

\$3000

PER DAY.

DODWELL & CO., LD.,

Agents. [a1612-3]

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Mistress in attendance.

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A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS, DRUGGISTS,
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RECOMMENDED

WATSON'S
PRICKLY HEAT
LOTION.

A reliable and efficacious remedy.

WATSON'S
HOUSEHOLD
AMMONIA.

For the Bath, Toilet and Household.

Promotes a healthy action of the skin,
counteracts all effects of perspiration, and is as
refreshing and invigorating to the system as a
Turkish Bath.WATSON'S
CARBOLIC
SOAPS.

Recommended by the Medical Profession.

THE
HONGKONG
DISPENSARY.

ALEXANDRA BUILDINGS.

Excellency Chou Fu, the Governor of
Shantung.

In the course of his memorial the Governor of Shantung complains that notwithstanding the issue of the Empress's strict commands forbidding the practice of foot-binding, he finds that only about one in every ten families in his province have obeyed the Imperial injunction. They give as their excuse for this disobedience their fear that if their female children are allowed to have natural-sized feet it would be impossible to get them married. The memorialist goes on to express the opinion that the majority of the upper classes recognise the folly and cruelty of binding their children's feet, and obey the Imperial Edict on the matter; it is among the lower and less educated classes that resistance to the Empress's commands is encountered. These people cling tenaciously to "old custom," and while the terms of the Edict remain as they are there seems little likelihood of obedience being secured. It seems that the EMPRESS DOWAGER, knowing the bent of the official mind, was afraid if power were given to the officials to compel parents to desist from the practice of foot-binding it might lead to a new source of wrong and oppression, as it probably would by the yamen underlings promptly making it an excuse for squeezing. Accordingly the Edict specially prohibited officials from interfering in the matter, leaving it to the good feeling of the parents and their natural affection for their offspring to induce them to abandon a practice condemned by the Empress and by common sense. His Excellency Chou Fu, while stating that this should be sufficient to ensure discontinuance of a pernicious custom, is obliged to admit that it has not proved so, and proceeds to consider what can be done to prevent the Imperial commands in the matter becoming a dead letter. He is evidently afraid to recommend anything of a drastic or even a decided character, for after all his cogitation he can only evolve the following suggestion, viz., that "another decree be issued by Her Majesty again exhorting parents to refrain from the cruel practice, and strictly enjoining upon all respectable people to refuse to marry into their families any girl with bound feet." In this way he hopes that in time the practice of foot-binding will die out of itself without resorting to physical punishments and fines on obdurate and benighted parents.

If this is the best course His Excellency Chou Fu can propose it is evident that his great and much-to-be-desired reform will be a long time coming. An Imperial Decree, when not backed with the material might of the Government, is pretty sure to be disregarded. Probably no race has so little respect for their rulers as the Chinese; commands are obeyed only when they can be enforced by the myrmidons of the law. No people probably take so many risks of punishment, the gambling instinct in the Celestial extending to his defiance of the law. Unless therefore Her Majesty the EMPRESS DOWAGER's interest in this reform prompts her to go further than the timid advice of the Governor of Shantung will lend, it is not likely that it will make much progress. The example of retaining the female foot at its natural size, if generally set by the higher classes, might have some effect in time, but it would be years before it could leave the lump. There is no reason why the EMPRESS DOWAGER should not now again formally prohibit the practice, and then issue a further decree to the effect that on account of the cruelty to children involved in the process of binding the feet, and the fact that it constitutes them cripples for life, it cannot be permitted, and its infliction in future will be regarded as a crime against the State and therefore be punished condignly. Brought face to face with a rigid alternative, even Chinese obstinacy would have to give way, and in a very short time—a decade at the most—the small foot which now disfigures the vast majority of Chinese females would cease to be perpetuated.

Saturday's plague report: nil.

The French Mail of the 23rd August was delivered in London on the 23rd inst.

Hongkong still regards Tainan-fu and Anping, Formosa, as plague-infected places.

The Boston s.s. *Shamout* returned to No. 1 dock at Kowloon on Saturday to complete her repairs.

Basil Mission Chapel, at Shankwan, has been added to the list of places licensed for the solemnization of marriages.

The British Consul at Bangkok has notified the revocation of the regulation respecting plague and the revival of the regulations substituting inspection at Paknam for quarantine at Kohphai.

Electric car No. 7, and presumably all the others, had long delays yesterday afternoon, there being times when electricity was turned off the wires.

Sanitary measures against Hongkong are still in vogue at Manila, Indo-China, Netherlands-India, Burma, Shanghai, Madras, Bengal, British North Borneo and Labuan, New-chwang, and Siam.

The Russian transport which is reported to have been badly ashore at the Itarup island, one of the Karil group, is now stated to be the German steamer *Progress* which left Tsingtao some time ago laden with ammunition, provisions, etc., destined for Vladivostok.

If the world really believed that it was more blessed to give than to receive, the man who took presents without making any would be looked on as a public benefactor. The fact that he is regarded as a curmudgeon, says a Home paper, proves that the world looks on a gift as an obligation.

Newly joined Hongkong Volunteers are Messrs. A. E. Wright, F. H. Dillon, C. E. Frith, G. W. Coyle, C. W. Ward, R. Duncan, S. G. Hannes, E. F. Casey, C. M. S. Alves, and F. Ward. Messrs. A. C. Squair, P. Deacon, J. Peak, W. H. Russell, and J. H. Longhurst have given up Volunteerism.

The name of Alice Deborah Sibree has been added to the register of medical and surgical practitioners qualified to practise medicine and surgery in this Colony. She is a licentiate of the Edinburgh Royal College of Physicians and of Surgeons; and of the Glasgow Faculty of Physicians and Surgeons.

There were very few Police cases before Mr. J. H. Kemp on Saturday. Interest attached to one in which Mr. J. McLaughlin, manager of the Engineers' Institute, charged Li Chung, his bill-collector, with embezzlement of various small sums. The complainant asked for a remand, as he thought that there were other sums to be accounted for. This was granted.

Yesterday afternoon the funeral took place at Happy Valley of Mr. A. E. Ewing, of the Kowloon Dock's joinery department. Mr. Ewing was 35 years of age. He died at the Peak Hospital on Saturday morning, after a week's stay there, from acute pneumonia. A large number of the Dock employees and other friends of the deceased attended the funeral.

Here is the programme of music to be performed by the band of the 93rd Burma Infantry on the New Parade Ground from 4.30 to 6 p.m. this (Monday) evening:—March, "Des Tueres," Goddard, 14th; "Hawthorn," Moret; Selection, "The Orchid," Ivan Caryll; Song, "An der Weser," Pressell; Selection, "Reminiscences of the Plantation," Chambers; Waltz, "Diana," Kirby. "God Save the King."

The marriage of Sir Thomas Montgomery Cunningham-Baird, Bart., to Miss Alice Des Vaux, takes place in a few weeks' time, said the *Globe* last month. The bride-elect is the elder daughter of Sir George Des Vaux, G.C.M.G., who has been successively Governor of the Bahamas, of Fiji, of Newfoundland, and of Hongkong. Her mother is a daughter of the late Sir John Pender; and originally of French extraction, the Des Vauxs settled in Ireland some two centuries ago, and the first baronet held several administrative posts in India. The present baronet is a cousin of Miss Des Vaux. The Cunninghams of Corshill are a well-known West of Scotland family, and the present head of the family claims the Earldom of Glencairn. He is a captain in the Rifle Brigade, and gained the D.S.O. in the recent South African Campaign. His father also saw service in the same distinguished regiment in the Crimea, where he won the V.C. From 1874 to 1880 he represented the Ayr Burghs in the House of Commons.

"Colcestrian" kindly favours us with the following items from the *Essex Telegraph*. "Many of Cecil Turner's old schoolfellows of 14 years back sought him out when it was known he was visiting Colchester. He took a look at the old haunts, the much-revived Grammar School, and the house in Wellesley Road that sheltered the Turner family of seven boys during the late Major Turner's sojourn in the town. It will be recalled that Major Turner, himself a fine cricketer, was sent abroad, and soon after the sad news of his drowning, with the rest of a cricket team, reached Colchester, the family left. They are now serving their King and country in various parts of the world. Cecil did not go for a soldier. Frank, the eldest, who played for Colchester Garrison while still a school-boy, is now a Captain with an important position in the Intelligence Department in Tientsin; Cecil is destined to live his life abroad in the service of the Hongkong Bank; and "Arthur J." has made himself famous on the playfields and at Colosau. In a chat with Cecil I learnt that Walter is an officer with the mission at Tibet, Jack is a schoolmaster, and Eddie is a candidate for Sandhurst. There is one still younger—who was born at Colchester—and he is still at school. But if he, too, does not turn out a good cricketer and a useful member of society it will not be because his elder brothers did not set him a good example. On Monday and Tuesday Cecil Turner—W. C. D.—who comes from the East on a year's leave, was playing for the Stoics at Fairsford. He is making London his headquarters; his mother is living in Edinburgh. Turner came out well in the bowling department at this match, taking in the first innings seven wickets for 86 runs, and in the second three for 80. He made 25 runs. Against Colchester, "W. C. D." made 69 and was caught. He took four wickets.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

LADY CURZON ILL.

LONDON, 23rd September.
Lady Curzon, wife of the Viceroy of India, is dangerously ill.

THE AMERICAN COTTON MARKET.

LONDON, 23rd September.
Mr. Sully is attempting to corner the cotton market.

[REUTER'S SERVICE.]

LORD ROSEBERRY ON ARMY REFORM.

LONDON, 22nd September.
Lord Rosebery speaking at Lincoln, in discussing Army Reform, reiterated that he had made a great, though not an irreparable mistake, in exiling a great organizer and economist to India (where he heard his advice was not very frequently taken), and replacing him by civilian after civilian with melancholy results.

RUSSIA OPPOSED TO THE TIBET CONVENTION.

LONDON, 23rd September.
It is reported from several quarters that Russia is raising a strong protest in Peking against the Tibetan treaty, and especially against the control of her foreign relations.

WEDDING AT THE CATHEDRAL.

At St. John's Cathedral on Saturday the wedding took place of Mr. J. Scott Harston, of Messrs. Ewins and Harston, and eldest son of Mr. G. A. Harston, of Westworth House, Harrogate, and Miss Dick-Melbourne, youngest daughter of the late Hon. C. S. Dick-Melbourne, M.L.C., of Rockhampton, Queensland, and a sister of Mr. C. D. Melbourne, Chief Clerk of the Magistracy in Hongkong. Rev. F. T. Johnson was the officiating clergyman. Among those present were the bride's mother, Mrs. Dick-Melbourne; the Chief Justice, Sir Henry T. Berkeley; and Lady Berkeley; His Honour T. Sercombe Smith, Puisne Judge; Hon. E. H. Sharp, Attorney-General; Dr. J. M. Atkinson and Mrs. Atkinson, Mr. F. Paget Hett, Mr. R. Harding and Mr. A. R. Lowe. The bride was given away by her brother, Mr. C. D. Melbourne. She wore a dress of grey chiffon with hat to match and carried a beautiful bouquet of white flowers. Mr. E. R. Hallifax, Deputy Superintendent of Police, was best man. After the ceremony, Mr. A. G. Ward, organist, played Mendelssohn's "Wedding March," and a wedding peal was rung on the Cathedral bells. A reception was held afterwards in the Hongkong Hotel. The newly-married pair left by the *Meangshan* for Macao on their honeymoon.

NATIONAL BANK OF CHINA, LD.

An extraordinary general meeting of the National Bank of China, Ltd., was held at the Company's premises, Queen's Road Central, at noon on Saturday, for the purpose of confirming the resolution passed at the last general meeting with regard to the reduction of the Company's capital.

Mr. J. Focke presided, and there were also present: Messrs. G. C. Moxon and Kwong Kong Kuk (Directors); G. W. F. Playfair (Manager); H. Pinekney, E. W. Terry, G. H. Potts, Ng Chit Mi, Fung Wa Chun, Secretary of the Man On Insurance Company, Chun Hee, Fung Hoi, Wook Yik Tai, and Wai Wee Slang.

The MANAGER read the notice convening the meeting.

The CHAIRMAN said: Gentlemen.—Before putting the resolution I would again submit to you as I did at the meeting of 3rd September, the statement of assets and liabilities as on 31st December, 1903, drawn up so as to give effect to the proposed reduction of capital. I may mention that we hold proxies for 15,667 ordinary and 281 founders, and against 88 ordinary and 49 founders. If there are no questions to ask then I will propose as follows:—

"That the capital of the company be reduced from £1,000,000, divided into 750 shares of £1 each (founders' shares), and 99,925 shares of £1 each (ordinary shares), to £399,475, divided into 99,925 shares of £4 each; and that such reduction be effected by writing off the whole amount paid or credited as paid on each of the 750 shares of £1 each and cancelling those shares, and by writing off £3 per share, part of the sum of £8 per share which has been paid or credited as paid on the 40,453 shares of £10 each which have been issued, and by reducing each of the 99,925 shares of £10 each to a share of £7."

Mr. E. W. TERRY seconded, and the resolution was carried unanimously.

There was no further public business.

An interesting specimen of the retort comes from the Old Bailey. A well-known advocate having called a witness bearing the name of John Jones, the learned Judge complained that he could not find his deposition. Counsel: You will find it, my lord, towards the end of the bundle. Judge (looking through the depositions with signs of impatience): Really, Mr. —, it is very inconvenient to have witnesses called out of their proper order. Counsel (to witness): John Jones, stand down! (to the Judge): Will your lordship be good enough to say which witness you would like to be called. Judge: Surely it is no business of mine, Mr. —, to instruct you how to conduct your case. Counsel: That, my lord, is precisely the view I had entertained. John Jones! and the witness reappeared in the box.

THE WAR.

[FROM OUR OWN CORRESPONDENT.]

RUSSIA AND CONTRABAND.

LONDON, 23rd September.
The Russian Commission (appointed to consider the questions which have arisen with regard to contraband) declares coal, cotton and iron to be contraband.

LONDON, 24th September.

The Russian decision with regard to contraband is officially denied.

[This might mean that the report of the Russian decision was officially denied; but it is probable that our correspondent meant to say the decision itself was officially repudiated by Great Britain.]

THE STRUGGLE AT PORT ARTHUR.

LONDON, 23rd September.

The Russians have recaptured the fort at Erlangshan.

General Stoessel's wife has been wounded.

Forty-five Russian guns were destroyed at Port Arthur on the 15th instant.

[REUTER'S SERVICE.]

WARSHIPS SOLD TO RUSSIA.

LONDON, 22nd September.

The Argentine Republic denies that any warships have been sold to Russia.

PORT ARTHUR COAL AND WATER SUPPLIES.

LONDON, 23rd September.

It is believed that the Russians are urgently in need of coal at Port Arthur, to enable them to continue condensing, on which they mainly depend for water. The Russian cruiser *Terek* had commenced coaling at Las Palmas yesterday, when the authorities received instructions to prohibit the supply of coal and stores. The *Terek* was ordered to leave, but was unable to sail owing to the engines being under repair.

WIT AND WISDOM OF LORD ROSEBERRY.

LONDON, 23rd September.

The "Institute of the International Law Body of Jurists" has met in Edinburgh. Lord Reay, inaugurating the Institute, referred to the conferences on International Law at the Hague. He hoped that in view of the accession of Japan and the conventions signed there Britain would follow the example (*sic*). He urged the necessity of an early international conference to deal with contraband, the right of search, prizes, wireless telegraphy, and the transformation of merchantmen. At a banquet in the evening Lord Rosebery in toasting the Russian representative and other foreigners, referred to the "supposed" rivalry between Britain and Russia, and said he was convinced that there was room in Asia for both, and the sooner both countries recognised this the better for the peace of the world.

(From Northern Papers.)

CHINESE NEWS OF PORT ARTHUR.

CHEFOO, 17th September.

Native refugees agree in saying that provisions in Port Arthur lasted for another four months, as native junks are arriving at Port Arthur all the time, but ammunition is very scarce now. There are so many killed and wounded among the Russians that General Stoessel has a difficult task to keep up the martial spirits of his men, and most of the officers and men do not desire to defend the stronghold with their lives, and thirty to forty surrender themselves to the Japanese at a time.

OUR POLITICAL LOGICIANS.

A correspondent of the *Pull Mall Gazette*, over the pseudonym "Shellback," contributes to that journal a letter that is somewhat unkind in its insinuations. It is couched in this eminently original form:

"Evidently the Book of Common Prayer should be revised, or our war sailors instructed as to the will of the Government, so that they may have mental reservations when saying 'Amen' to the daily prayer at sea—to wit, 'That we may be a safeguard unto our most gracious Sovereign Lord King Edward and his dominions, and a security for such as pass on the seas upon their lawful occasions'—and be instructed that lawful occasions are as willed by a Power with whom we are at peace, but which seems to will a state of 'commerce with dishonour.'"

We know that our cruisers do not nowadays ground on their reef bones at each tide, but could wish they were stalking these commerce disturbers and handily placing themselves between such and our merchant ships. The old English breed, the Handsoff family, seems to have died out, being only represented by the female line, the Logicians. And Lord Salisbury has only been dead a year and a day!

BLAZE AT WEST POINT.

HOUSE GUTTED—TWO PERSONS INJURED.
No. 45, First Street, a coddle dwelling-house, was completely gutted yesterday afternoon. A ricksha-puller residing there was so burnt about the face that he was removed to hospital; and a little girl had her hands blistered. It is generally understood that the place was not insured; no doubt seems to be entertained about its being an accident. The occurrence is reported as follows:—

As Mr. Collett, the police inspector in charge of Western District, was sitting down to his lunch, at 1.50 p.m. yesterday, a report of a house being on fire in First Street—which afterwards proved to be No. 45—was made to him. Almost immediately afterwards the clock tower bell changed a general alarm in Queen's Road Central; and the fire brigade, under Mr. Baker (chief inspector of police), hurried to the scene. They were not long in getting there but even in the few moments that elapsed the conflagration had so spread that tongues of fire were protruding from both first and second floor windows. At 2 p.m. the firemen directed a jet of water on to the burning building, a ground, first and second floor Chinese house. Some little delay was caused by one of the hydrants being out of order, obliging the men to connect up with a more distant one. The fire escapes were promptly put into position, allowing the ladder men to play water in the most effectual manner. A throng of Chinese, men, children and even women carrying infants, crowded in a dense mass round about. They became such a nuisance, indeed, that the police were obliged to handle the foremost and most daring, thereby causing such a panic that a European approaching the scene had to almost fight his way to prevent himself from being charged down. The fire was well under control in about half an hour; and completely extinguished some 30 minutes later. By this time, although the walls and roof were intact, the interior was completely gutted. The firemen thought it advisable to remove the roof. This one of them did by standing sheltered in an arched window and directing a strong play on to the pottery overhead, sending showers of water and masonry in all directions.

It was afterwards gleaned that at the time of the outbreak the Chinaman mentioned, who was subsequently removed to hospital, was asleep. Waking up with a start, he made a mad rush for the staircase, where he was so badly burned that he was obliged to return to the room—imprisoned with almost certain death before him. Neighbours, however, in a Queen's Road house backing First Street, observed his distress, and managed to make a plank connection from window to window. The man's life was thereby saved, for he managed to crawl across at no little risk of falling. His face was in a bad state, and the hair singed off head and eyebrows. The little girl managed to "run the gauntlet" shortly after the outbreak, but not without burning her hands.

CORRESPONDENCE.

HUMANITARIANS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 24th September.

SIR,—I have read your article dealing with Humanitarians, but I regret my inability to subscribe to some of the views enunciated by you on the subject. The confinement of a bird as a pet is one thing—its torture is distinctly another. I have, for instance, never raised objections to the caging of pets in the Public Gardens, but when the process was carried to lengths, too revolting for words, I insisted it was time for a check to be placed on it. Rather than see birds thus tortured I would infinitely prefer, to quote your own words, "the hazards and cruelties of unfettered nature" (if nature can be associated with cruelty). Again, arguing on the same principle, I see nothing in shooting itself to object to, provided of course that such sport was kept within certain limits, but when sport is carried to excess and becomes the excuse for a display of unbridled barbarity—then I think it is time for the legislature to come to the rescue by asserting its power.—Yours faithfully,

* PARTRIDGE.

JUDGE PARKER AND THE PHILIPPINES.

It has now turned out that when Judge Parker, the Democratic candidate for the American Presidency, used in his speech accepting the nomination the phrase "self-government in regard to the Philippines," he intended to say "independence." Nor is this all. He would go so far as "to take away all possible opportunity for conjecture." He adds:—

"It shall be made clear in my letter of acceptance that I am in hearty accord with that plank in the Democratic platform which advocates treating the Philippines precisely as we did the Cubans, and I also favour making a promise to them not to take such action as soon as it can prudently be done."

It now remains to be seen whether Mr. Roosevelt will offer a revised edition of the same phrase. In his own speech of acceptance he said:—

"We have established in the islands government by Americans, assisted by Filipinos. We are steadily striving to transform this to self-government by Filipinos, assisted by Americans."

Probably Mr. Roosevelt will not modify this utterance. It may be recalled that Mr. McKinley, in his message on Cuban pacification, made use of the term "stable Government," which was afterwards interpreted to mean independence.

HONGKONG JOTTINGS.

I learn that a local man who recently approached the Government asking their sanction to the establishment of a servants' registry has received a reply from the Colonial Secretary intimating that there are no regulations existing to debar such a movement and wishing the promoters success in their attempts to benefit the public. Apparently we have been trusting too much to the Legislature and its coming-to-remedy in our own hands. I hear it has been tried once, and failed; but properly managed, I have little doubt that the project will be a success, despite the almost certain opposition that the guilds will have to it, for there is hardly a householder in the Colony who has not at some time or other paid dearly for taking on Chinese servants without references.

I was somewhat surprised the other day to see a common or garden kind of Chinese coolie, with neither uniform nor distinguishing mark on his slopping raiment, carrying a black despatch box marked "The Government, Hongkong," in the casual way that marks the gnomes. Now I do not think it is either safe or seemly to entrust a Government despatch box to such irresponsible hands. Surely there should be an Indian orderly or responsible servant in livery to take charge of the Governor's documents. That the said coolie was not sitting down on the box by the wayside smoking or chattering to his fellows was at least remarkable. I am bound to say that he was carrying it, and not using it; whether he would get to Mountain Lodge without the usual halts by the way for a smoke and for a nap is problematical. In any case, it would look more dignified for such property to be placed in more responsible hands.

The electric tram cars have now been running for some time, and I have been wondering when they were going to be of any practical use to Europeans in the Colony. I am quite aware that it is no easy matter to get a concern such as this into good running order, but I do not think I can be accused of impatience if I permit myself to say that it is about time a regular time table was issued and adhered to. Up to the present one may have to wait two minutes or twenty for a car, as they seem to run in batches of two or three, with a prodigious interval between the arrival of the next lot. Now if this kind of thing is to continue, from a European point of view, the electric trams, with their thunderous rumbling and incessant gong-sounding, might just as well have kept away from Hongkong. Moreover, prior to the advent of the trams we all thought that by using them we should make much better time than by ricksha. Such, however, perhaps owing to the frequent stoppages of the cars, is not the fact; the man-power carriage gets there first. It is years, unfortunately, since I was in London, but I understand that in that city, in order not to spoil the speed, there are certain stopping places suitably indicated, between which a halt is not permitted. Surely it would be no hardship if some similar method were introduced here, provided of course that the stopping places were not too far apart. There still remains the seating difficulty. Whilst Europeans are obliged to rub shoulders with all sorts and conditions of Chinese, the trams will never become popular. The only remedy I can suggest is that, say, the two front seats be entirely reserved and labelled "European 1st Class" in contradistinction to ordinary first class.

What is worth doing is worth doing at once. Now that it is officially settled that the correct way to keep a place covered with fine trees is to cut them down as soon as they mature, I hope the B. & A. Department will get to work at once on the slopes overlooking Victoria. There is a lot of mature timber in that lovely gorge that is crossed by the long viaduct. The gorge looks beautiful now, but there are heights of beauty to which it may still rise. Let the cutting begin, therefore, and let our gorge rise.

I was at Aberdeen yesterday afternoon, and coming up the mountain path. I was struck by the dismal appearance of the scene of recent operations. It was as if a peculiarly wicked typhoon had been zig-zagging over the hill-side. Great wide gaps were there, once unbragons and vernal twigsome litter all around; and solitary trees left here and there, that had not the qualities that tempt the timber merchant, were badly damaged. I heard something like the sound of sawing even then. So, not content with breaking aesthetic hearts, they were breaking the sabbath too, I thought.

His Excellency the Governor evidently has confidence that his proposal to form a Volunteer Reserve Association will meet with more encouragement than it had received previous to Friday's meeting at the City Hall. A membership of 32 is rather disappointing, but after His Excellency's lucid explanation of the scheme and his patriotic appeal to eligible British residents there ought to be such an accession to the roll as will enable the Association to be inaugurated with a membership of not less than 100. The suggestion made in this column a few weeks ago that it would probably be advantageous to the scheme not to insist on a maximum age limit has been accepted, and this alone ought to result in the addition of many names to the list. Perhaps if I mention that "battledworthy" residents in the Straits Settlements are taking an interest in the scheme and that it has been publicly hinted to the Governor of the Southern Colony that the subject is worthy of his consideration, it may prove an additional incentive, as Hongkong would naturally like to be unto Singapore a worthy example in this as in all things.

BANYAN.

FREIGHTS.

Messrs. Lamke and Rogge's Freight Circular

for 24th September says:—
The market during the period under review has maintained its firm tendency, previously reported, and the future outlook continues very healthy and promising. Tonnage is gradually being reduced to a very small compass and the time would seem to be near at hand when great difficulty will be experienced in meeting enquiries at all.

From Saigon to this, the market re-opened at 16½ cents per picul, but gradually advanced under the influence of a much livelier demand springing up, and a small carrier was placed at 20 cents. At time of writing, 22 cents per picul is offering, though for medium size only, but it is quite an open question whether tonnage can be procured even at this enhanced rate. In consequence of a continuous demand for Japan ports, local stocks of grain have become much reduced, whilst the rice market is firm and advancing and a further improvement in rates of freight is therefore not unlikely.

From Saigon to Japan, it has been very difficult to do any fresh chartering for reasons already set forth in our last; a charter has been drawn at 45 cents per picul, second half of October loading, but in face of the good demand still prevailing from here to Kobe at 28/30 cents per picul and for Yokohama at 33/35 cent per picul, Saigon rates will have to be raised in order to bring about further business for boats that have to proceed hence to Saigon for the loading.

Requirements from Saigon for Philippine ports have also assumed larger dimensions and business has come to pass at 32 to 35 cents per picul, the market closing firm at the latter rate. It is characteristic of the present state of things, that not a single "outside" steamer could be found available for this branch of the trade, the number of charters effected being exclusively composed of local Co.s boats.

Saigon/Java a fixture is reported at 30 cents per picul and from Java ports (N.C.) to this the same figure has been paid; more tonnage is wanted in both directions and higher rates would probably be paid. 32 cents is already being quoted for wet sugar from Java to our port. Orders Java/Japan have also been on the market, but the rates offered of about 11½ per ton or about 35 cents per picul, are absolutely out of proportion to what steamers can command elsewhere.

Enquiries emanating from Bangkok at improved rates via 32 cents per picul or better, inside the bar, could not be responded to on account of scarcity of suitable tonnage.

Anent Newchwang business, there is hardly anything fresh to say, no inquiry having shown itself as yet and, as repeatedly mentioned before, prospects for the ensuing autumn season are entirely dependent on the possibility or otherwise of bringing produce down from the interior. Steamers loading up to Chefoo and/or Newchwang have been doing very well of late, 25 cents per picul having been paid for the former and 45 cents and higher for the last mentioned port, both as berth and chartering rates.

Coal business from Japan ports has been pretty lively, rather contrary to expectations, and a number of fixtures are reported from Moji or Kuchinozu to this at 82 per ton, whilst from Wakamatsu to Swatow a steamer obtained the fair rate of \$2.50 per ton.

For Singapore, or any other destination, no settlements are reported; for Canton, an enquiry at \$3.00 has remained unfiled, the same with an order for a boat Karatz-Cebu, for which voyage the rate quoted of about \$3.25 is considered much too low.

On monthly terms, three fresh charters are on record, all for Southern trade requirements. Sail Freights—There has been nothing doing.

CROWN AGENTS FOR THE COLONIES.

Writing on August 17th, "One Interested" says in the Times:—"I have read with interest the letter appearing in your columns of yesterday and signed by Mr. Alexander O. Murray. As a manufacturer I cannot, nor do I think the bulk of manufacturers would, agree with the statements made by Mr. Murray. The conclusion arrived at by Mr. Murray, that if the Crown Agents further opened their lists for competition for railway stores, &c., goods supplied would be found 'more or less unsatisfactory,' is not a statement which would be endorsed by any large spending department or company. Practically the whole of our English railways publicly advertise for stores. The Indian Government also, as a rule, publicly advertise for rails, iron, steel, and stores generally, from which, I think, it is obvious Mr. Murray's argument falls to the ground, as he will hardly urge that this open competition means that our home and the Indian railways are badly supplied. Mr. Murray also thinks that to adopt any other principle than that now in vogue would be 'to experiment at the expense of some particular unfortunate colony.' Such a statement, and especially coming from an ex-official in a Crown colony, which Mr. Murray mentions as his *status*, is an absolute confirmation of the want of business ability and grasp which he himself shows. Surely good and responsible firms are not to be excluded on such grounds as these. The selection of firms who are invited to tender lies almost exclusively with the Agents-General in London; they accept often with as little wisdom as they reject applications from firms. It has been shown that large supplies under these exclusive conditions have been shipped at excessive prices. In conclusion, I wish to point to the letter part of Mr. Murray's letter the latter part of Mr. Murray's letter that Mr. Chamberlain, when at the Colonial Office, looked very carefully into the work of the Crown Agents, and came to the

conclusion that the system was a protection to the Secretary of State and of great benefit to colonial Governments." Now these anomalies (which, in opposition to Mr. Murray, I hold to be absolutely prejudicial to the colonies) existed in Mr. Chamberlain's time, so that it is difficult to understand how Mr. Chamberlain arrived at his conclusion. During the latter part of Mr. Chamberlain's term of office—last autumn—an inquiry into a considerable quantity of metal was sent out on the Crown Agents' office; and the result was given out at an excessive price, without any tests or specifications being stipulated, showing a direct loss to the colony on this single order of hundreds of pounds. One of the largest and most eminent firms in the country was not even asked to tender for these goods. I enclose you my card, and am ready to give you data for my statements. While I deprecate strongly the sensational, and often irresponsible, statements appearing in the columns of certain of your contemporaries, I hold that Mr. Murray has not only not proved his case, but he has considerably weakened it."

"SELF-RIGHTEOUS CANT."

We are not so pro-Japanese that we would direct this offensive caption only at Russia. Unfortunately for the deencies, it is and has been a custom of other nations to invoke divine aid for their enterprises, which cannot always be just and right. It is a custom which right-minded people are beginning to deprecate, as its impropriety becomes more and more apparent, and it is satisfactory to find, in dealing with such a painfully delicate topic, that we have the support of a bishop and a good man. Bishop Awdrey's sincerity will never be called in question by those privileged to know him.

A Reuter's message says: The newspaper formerly directed by the celebrated journalist the late M. Katkoff, publishes the following remarkable article above the signature of M. Posseljanine:—

"We Russians have completely forgotten the spiritual forces whose assistance we were formerly wont to invoke when misfortune overtook our country, when earthly means were of no avail, and when nothing but a miracle could save us."

It would be an awful thing if the efforts of the defenders of Port Arthur proved futile, and if we were compelled to retake the fortress. Miscreants may laugh at us, but we will do our best. We must snatch that unfortunate fortress from the clutches of the Japanese, and if we are to succeed in our task nothing but hope in Almighty God can avail us. The Russian people must pray for the safety of Port Arthur as the woman of Canaan prayed for her daughter. Let the heavens tremble with those cries of souls in distress, which are not heard on earth, but which are heard in Heaven, and may God listen to our prayer!

We have the Holy Virgin, who watches over our country and who has never forsaken those who entreat her aid. The examples of her intervention are innumerable. We possess a new and a great wonder-worker, Saint Serafim, who enjoys the favour of God. If we vowed to raise a national temple in his honour! Every day, every hour is precious. I do not know how this is to be effected. But my soul cries out: "We must act, we must pray for intercession."

Bishop Awdrey, of the C. M. S., says, in the *Japan Quarterly*:—"What does Christianity make of nations? A Christian nation"—what does it mean? Where will you find one? In Russia, where more perhaps than in any single country—Christianity is of the very essence of the State, and devoutly believed and its means of grace used as of the very essence of their life by the masses? But is Russia as a nation now acting a Christian part? When regard is had to their policy, in this part of the world at least, to speak of themselves or of each other as "Christian nations" is rank hypocrisy—a hypocrisy absolutely transparent to Japanese, Chinese, and Korean. As nations they are not actuated by Christian motives, but by motives of self-interest simply. These motives have not always free play, because Christian or other ethical ideals and habits make a sufficient number of persons in some of these nations feel uncomfortable in doing an outrageous injustice to influence the action of their rulers. But there is not one Great Power, unless it were Russia, that would not repudiate in the face of the world the charge of adopting such and such a policy towards an Oriental country because it was a Christian policy. For the sake of the future Christianity of the East for which we hope, it is of great importance that the hypocritical and self-righteous cant which we meet with about "Christian nations" should come to an end."

SHIPPING NOTES.

STEAMER MOVEMENTS.

The I.G.M. steamer *Bayern* left Shanghai on the 24th Sept., at 10 a.m., and may be expected here to-day, at 6 p.m.
The I.G.M. steamer *Zieten* left Singapore on Friday, the 23rd Sept., at 9 a.m., and may be expected here to-morrow, p.m.
The O.S.S. Co's steamer *Tydeus* left Shanghai on the 23rd Sept., a.m., and is expected here to-day.
The Ben Line steamer *Bonvenue*, from Antwerp and London, left Singapore on the 22nd Sept. for this port, and is due here on the 23rd September.
The silk ex C.P.R. steamer *Empress of India* arrived in New York on the 23rd Sept.
S.S. "SIAMAN."

It is renowned in waterfront circles that Messrs. Bradley & Co. have sold their steamship *Sishan*, 845 tons (Captain A. Jones), to an American house. The *Sishan* has been trading to Saigon for some years.

BRITISH VESSELS THAT FLY FOREIGN FLAGS.

The severe requirements enforced by the State on British shipping are gradually driving our sea-carrying trade into foreign hands. This unpleasant fact is unmistakably proved in the evidence before the Select Committee appointed to inquire to what extent the statutory requirements applying to British ships should be applied to foreign vessels trading in British ports. The most striking confirmation is to be found in the following table, supplied by Mr. John Heron, chairman of the Liverpool Shipowners' Association, giving the number and gross tonnage of vessels transferred from the United Kingdom to foreign flags during the years 1894-1903:—

	Number.	Tonnage.
Steam	3,142	3,226,199
Sail	1,698	834,537
Total	3,840	4,060,736

Mr. Samuel Thomas, dock superintendent at Cardiff, bore testimony to a very considerable decrease in British-owned vessels and an enormous increase in the percentage of foreign-owned vessels trading to Penarth Dock. In 1902 the proportion was 80 per cent. British and 20 per cent. foreign, whereas last year, 1903, the total British tonnage arriving at the dock, calculated upon the net registered tonnage, was 78 per cent. of the total, and the foreign had increased to 22 per cent., compared with 10 per cent. as it was in 1897. The actual increase of foreign tonnage for 1902 over 1897 was 103 per cent., and the actual decrease of British tonnage for the same period was 8 per cent. With regard to the Danube trade some equally remarkable figures were supplied by Mr. John Z. Denholm, representing the Clyde Steamship Owners' Association. They showed the following changes in the percentage of tonnage loaded from that district:—

1888—British 71 per cent., Greek 5 per cent., other nationalities 24 per cent.
1893—British 68 per cent., Greek 11 per cent., other nationalities 21 per cent.
1913—British 37 per cent., Greek 28 per cent., other nationalities 35 per cent.

The Select Committee have issued no final report, but recommend that another committee upon the same subject be appointed next session.

SENSATIONALISM.

If it had not emanated from Reuter, we should have said that the following item from the *Daily Express* is as inaccurate as it is sensational.

CHINESE MASSACRE.—MUTINOUS TROOPS LOOT AND BURN A CITY.

Hongkong, 25th July.
When the brigade of mutinous troops took the city of Liuchow a few days ago they massacred most of the officials and many of the gentry of the city. A few of the wealthiest, however, were spared in order that a ransom might be demanded from their unhappy families. After plundering and slaying for forty-eight hours the brigades decided to abandon Liuchow for the hills, by invitation of the insurgents holding those fastnesses.

They compelled no fewer than 4,500 of the inhabitants to carry their plunder for them. They looted the Taotai's yamen, or official residence, and then took about £30,000 from the Treasury, besides 6,000 rifles and 400,000 cartridges from the Kwan Hai Kok, the store for arms at Liuchow.

They then looted a pawnshop of over £30,000, and robbed other business places of over £60,000. Before leaving the place for Cheung Chow they set fire to the city, and very few houses, if any, are now left standing.

Among other barbarities the people are said to have taken more than 800 women and girls with them to the hills.

A force has been despatched to quell the insurrection.—Reuter.

ABOUT "GRIFFINS."

It is often asked, says the *Shanghai Mercury*, how long a man must reside before he gets over the period of his griffinhood, and nobody is able to answer with authority. In fact the time varies with the individual. Some men fall quickly into line with their fellows wherever they may be. With such, the time of griffinhood is short. Others may remain for years and continue griffins to the end. These are best who quickest pass through their period of probation, who come with that becoming spirit of humility which paves the way to others' hearts and who do not think that their mission is the revolutionising of everything which in their ignorance they think should square with their own preconceived notions.

If the Griffin is wise, he keeps quiet, learns how things are managed locally, and falls into line with the philosophic conviction that experience has by this time evolved methods and plans which are suitable to the genius of the place. If he is unwise, he puts in his card with a "But we do that in an entirely different way in Liverpool, or London, or Manchester," as the case may be. If he does that too often, and with an evident intention to impress on his seniors that he knows better what he is about than they do, he'll very soon find some plain-spoken friend who will put him right and take him down a peg at the same time.

Possibly the most objectionable of all griffins is the gentleman who comes out with some idea of his own importance, who looks down in pity on all who have passed their days out of London, or who wants to bring to bear in the free Far East the petty parochial politics of his country village, where his father was doctor, parson, or squire. Luckily this sort is not common. It doesn't flourish in this climate. In Hongkong and British India, where officialism holds sway, it has a better chance. There, there is an official class to whom those who were "drilled in Government desks and swathed in red tape" may attach themselves, but in Shanghai, fortunately, we are free from all such class distinctions.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 8th August, 1904.

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MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 15th August, 1904.

[p1703]

NERNST

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

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OR SIEMSEN & CO.

55a

THE RUSSIAN WAR PLAN.

A London *Express* war correspondent is one of the latest to purr under Russian buckramings. Japan deprived him of his *raison d'être*, and so, when he went home, he foretold unpleasant things for the Japanese forces. From the *Express* of August 17th we take the following *obiter dicta* of Mr. G. H. Kingswell. "When I have finished talking," said Mr. Kingswell, "you may call me a pro-Russian if you please, but remember that I am the only Englishman who, in a perfectly impartial frame of mind, has lived with both the combatants, and returned to England unmuzzled and free to tell the truth."

Having thus copied Lady Macbeth's immoderation of profession, he went on:—"The Russian officers know what you do not know—that, far from being outnumbered, they outnumber the Japanese. But they have carefully and deliberately concealed this fact. What is more, with perhaps a few exceptions, no actual Russians have taken any part in the fighting. The advance army which is now at Liocyang consists of Finns, Poles, and Siberians and Burians. All these troops are of a vastly inferior quality to the actual Russians, and they will simply cripple the Japanese as much as they can before the real campaign with Russian troops begins. Over here the talk of luring the Japanese has become an old tale to be laughed at. But I, who have seen the amazing and colossal preparations that have secretly been made to get the Japanese up north, cannot laugh at it myself."

Having described the popular idea of Russian transport difficulties as "utter nonsense," and personally sworn to an average of 4,100 troops a day crossing Lake Baikal, he said:

"You wonder what has become of them. Well, at Harbin, for instance, there is a monster army. It was impossible, of course, to gauge the exact numbers, but I should say that there are at least 150,000 men there and all these men, be it remembered, quite fresh and untrained, are in excellent health and as fit as fiddle. When the Japanese reach them—their do not intend to take them south—the Japs themselves will be warworn and weary with marching."

"At Harbin, he is pleased to mention that he was allowed to go anywhere he pleased and see everything he wished." One of the things he saw was a submarine on route to Vladivostok. Above Mukden I fell in with a party of Boers who had offered their services to the Russian Government as scouts. But they told me the system of scouting there was very different from scouting in South Africa. If the Russians lost a man they sent a company; if the company were destroyed they sent a regiment; if the regiment were turned back they sent forward a brigade; and if the brigade could not manage the business they ordered up a division. On going back to Harbin I had an extremely pleasant and instructive time with many of the Russian officers there. They were perfectly charming to us, but did not disguise the fact—now did the soldiers—that they hated England with a bitter hatred. They frankly said that after they had finished with the Japanese it would be our turn next."

"This 'perfectly charming' frankness seems to have tickled this English correspondent all over. He concluded the memorable interview in this portentous manner:—"But wait until the regular Russian cavalry, which has not yet appeared on the scene, gets into action. Everywhere, too, gigantic preparations are being made to feed the army which is pouring so relentlessly and steadily into Manchuria. Everywhere huge depots for clothes and food are in course of construction, and the utmost sidings were being built with the utmost possible speed. It was by the Baikal Lake that I personally checked the rate at which the troops were pouring round the lake in the last stages of construction. When this is finished, the 20,000 soldiers who have been working on it will be released and sent down to the front. From what I have seen in Harbin and further south I have returned convinced that in actual fact the war is only just beginning. Make no mistake. The Russians are simply hanging back. They are slow, but they are sure. All along the 6,000 miles of line I saw camps and troops—countless troops being drilled and prepared for war. I have seen the Japanese troops, and I have seen the Russian troops, and I have seen the numbers of both, and the worth of both."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 11.45 a.m. The barometer has again fallen over the Pacific, and risen slightly in other directions.

There is a depression, probably a typhoon, to the east of the Loochoo Islands. Moderate N. winds will prevail in the Formosa Channel and moderate E. to N.E. winds in the northern part of the China Sea.

Forecast:—Moderate E. winds, fine.

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Hongkong, 4th October, 1903.

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Hongkong, 19th March, 1904. [2265]

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Hongkong, 2nd March, 1903. [71]

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Hongkong, 24th August, 1904. [2150]

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A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRAVE, Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.

NO. 3, UPPER WEST TERRACE. Immediate possession.
Apply to—
L. K. F., National Bank of China Ltd.
Hongkong, 3rd August, 1904. [180]

TO LET.

GODOWN No. 6, NEW PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th July, 1904. [1846]

TO LET.

NO. 22, ROBINSON ROAD. Low Rental.
Apply to—
AHMET RUMJAHN, 64, Queen's Road.
Hongkong, 23rd September, 1904. [2286]

TO LET.

NO. 56, CAINE ROAD.
Apply to—
KWONG YAT LOONG, 183, Wellington Street.
Hongkong, 24th September, 1904. [2296]

TO LET.

A SUITE OF THREE LARGE ROOMS, suitable for Offices, situated on the 2nd Floor of New Building near completion. Electric Light and Elevator.
Apply to—
A. G. I. S., Care of Daily Press Office.
Hongkong, 22nd September, 1904. [2287]

TO LET.

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL, after the 30th September, at present known as the Alexandra House (opposite the General Post Office). Suitable for Hotel or Boarding House purposes, also ROOMS or OFFICES on the First Floor of the same Building.
Apply to—
YEE SANG FAT, Above Address.
Hongkong, 7th September, 1904. [217]

TO LET.

THE EYRIE (PRAK). BELILIOS TERRACE, Nos. 10, 13 & 21. "BANGOUR" (PRAK) from 1st August. No. 9, BEACONSFIELD ARCADE, Shop. No. 14, BEACONSFIELD ARCADE, 1st Floor.
Apply to—
L. INSTEAD & DAVIS.
Hongkong, 26th August, 1904. [1429]

TO LET

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY, The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG, 35, Queen's Road Central.
Hongkong, 3rd June, 1904. [74]

TO LET.

FINE LARGE STORE, in Queen's Road Central (Best Part).
Apply to—
X, Care of Daily Press Office.
Hongkong, 6th September, 1904. [2161]

TO LET.

FURNISHED ROOM, from 1st October, 1904, with Board, near Kowloon Ferry.
Apply to—
T. C., Care of Daily Press Office.
Hongkong, 6th September, 1904. [2156]

TO LET.

ON a lease for a term of years, FOUR DOUBLE CHINESE HOUSES at Mong Kok Tsui. With Possession from 1st October, 1904.
For further particulars, apply to
THE SECRETARY, Humphreys' Estate & Finance Co., Ltd.
Hongkong, 22nd September, 1904. [2281]

TO LET.

IN ELGIN ROAD, Kowloon, close to Ferry. Residential FLATS with TWO ROOMS and Bath Room and Kitchen attached.
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H. RUTTONJEE, No. 5, D'Aguiar Street, and
33 to 35, Elgin Road, Kowloon.
Hongkong, 20th September, 1904. [2254]

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NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters).
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H. M. S. H. ESMAIL, 4, Hollywood Road.
Hongkong, 16th August, 1904. [1991]

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FLATS in MORETON TERRACE, facing the Polo Ground.
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No. 1, CLIFTON GARDENS, Conduit Road.
OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th June, 1904. [175]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Consulate, Canton.
For particulars, apply to—
E. O. BOX 22, Care of Daily Press Office.
Hongkong, 17th June, 1904. [1507]

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD. Nos. 6, CASTLE ROAD. Nos. 74, CAINE ROAD.
Apply to—
COMPTON DEPARTMENT, Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [430]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY, A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th March, 1904. [1865]

TO LET.

A EUROPEAN HOUSE, No. 153, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.
Apply to—
JARDINE, MATHESON & CO., Hongkong, 8th August, 1904. [1717]

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OFFICE and GODOWN, on Shameson, to be let from 1st September.
Apply to—
DEACON & CO., Canton, 29th August, 1904. [2095]

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.
Apply to—
WING CHEONG, 35, Queen's Road Central.
Hongkong, 3rd November, 1903. [74]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1905. Moderate Rentals.
No. 6, GRANVILLE AVENUE, Kowloon. Immediate possession. Moderate rental.
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Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 21st June, 1904. [1611]

HAMBURG.

[FROM OUR CORRESPONDENT.]

HAMBURG, 23rd August.
I hope I may be pardoned for beginning my letter with so trite a subject as the weather; but as I mentioned in my last, the protracted drought we have been experiencing is threatening to become a veritable calamity, and everybody is watching more or less anxiously the change in the weather which seems to be settling in. The temperature is considerably lower than a few weeks ago, the morning and evenings being quite chilly, at least here in the north, and violent thunderstorms and heavy rains are reported from many quarters; but the rainfall on the whole has been too light to afford much relief. Vegetation continues to suffer, river navigation is still partially suspended, fires of all kinds are increasing in number, and water is getting exceedingly scarce in many places, and of doubtful quality, giving rise to serious apprehensions from a sanitary point of view. Even here in Hamburg, where the supply from the river Elbe is plentiful, and where a perfect system of filtration renders the water pure and practically free from dangerous germs, rumours of cases of cholera have sprung up lately. The medical authorities took up the matter at once and have, after a careful investigation, now issued their report, stating those rumours to be entirely unfounded and calling upon the public to aid in contradicting them and in preventing their dissemination. According to the weekly returns, the health of the town is perfectly normal.

The sugar market, which was amongst the first to be influenced by the drought, has so far been little affected by the change in the weather; reports of rain from the best-growing districts cause momentary declines, which are however speedily recovered. Trade on the whole is dull and dragging in most quarters, but hopes of a marked revival in the autumn are pretty generally entertained, provided the war in the East does not give rise to fresh complications. Neither the Russians nor the Japanese seem, for all they protest to the contrary, particularly careful in that respect, setting the generally accepted rules of international law at defiance whenever it may suit their convenience. The seizure of the *Rahitani* in the port of Chifu by the Japanese is severely condemned by the German press, and it is by the majority of newspapers in Europe and the States; it is considered, and justly so, as a flagrant breach of the neutrality of the Chinese empire, and as an act which may entail most serious consequences. Whatever the Japanese may be able to urge in its defence, unless speedy restitution and the *amende honorable* be made, it is calculated to deprive the Japanese of the sympathies of many of their former friends. The abstraction of letters, registered and other, from the mailbags of the *Prinz Heinrich*, which the examination of the latter by the English and French consuls has disclosed, is looked upon as an instance of "coûtes de Russie".

I have taken the following comparative tables of Imports and Exports of the more important European countries and the United States for the first six months of the present year and the year before from one of our local papers and leave it to your readers to draw their own conclusions:—

Imports in Thousands of Marks.	1903.	1904.	per cent.
Germany	3,077,223	3,551,720	11.53
Great Britain	3,322,028	3,551,720	6.33
Austria-Hungary	834,771	896,787	7.36
Bulgaria	31,117	46,947	50.58
France	1,386,166	1,899,897	4.37
Belgium	89,106	1,041,899	5.32
Spain	394,239	425,251	6.42
The U. States	2,153,527	2,151,553	0.03

Exports in Thousands of Marks.	1903.	1904.	per cent.
Germany	2,432,270	2,507,692	3.12
Great Britain	2,911,717	2,944,310	1.12
Bulgaria	36,204	54,328	49.29
Austria-Hungary	803,813	884,082	1.61
France	1,682,023	1,737,409	3.25
Belgium	77,143	77,728	0.73
Spain	311,251	323,632	4.47
The U. States	2,350,136	2,523,658	3.42

There is the imports and exports of Bulgaria has been enormous, and is not easily accounted for, considering the unsettled state of affairs in those parts. Great excitement has lately prevailed in mining circles and on the Stock exchange in consequence of negotiations having been opened by the Prussian Government for the purchase of the colliery "Hibernia" in Westphalia, which is connected with the Transvaal. The great coal mines syndicate is fast acquiring complete control of the trade and that the Government, who already own and work extensive collieries on the Moselle and in Silesia, considered it advisable in the interest of the public to step in and to secure, by an extension of their mining property, greater influence on the course of prices. The terms offered, as far as they were allowed to transpire, were looked upon as favourable and quotations of the stock rose rapidly; for not only did the public rush in, but the syndicate and financial firms connected with it bought heavily in order to retain their quasi monopoly. Of course the movement extended to other colliery stock as well; quite lately however there has been a reaction, as the negotiations are progressing very slowly owing to the opposition the scheme meets with from many quarters.

A Norwegian fleet consisting of five battleships and cruisers and several torpedo-boats paid Hamburg a visit last week, partly, I suppose, in return for the Kaiser's annual excursions to the land of the fjords, but principally no doubt as a mark of grateful recognition of the generous manner in which on receiving the news of the conflagration of Aalesund last spring he at once despatched several steamers with provisions and other necessities for the inhabitants. The officers and crews, who made a very favourable impression, were entertained in the usual manner by the authorities.

The grand manoeuvres which are to take place in the neighbourhood of Hamburg next month in the presence of the Emperor and the Empress are casting their shadows before. About 45,000 troops of all arms will be assembled for the occasion, a portion of which will

be quartered on the western and south-western districts of the town. The inhabitants were requested by the authorities some time ago to state the number of officers and men they were severally willing to receive and any wishes they might have in the matter. What response this notice met with, has not transpired, but I have little doubt it has been in a liberal spirit; the balance of the men not thus provided for will, I presume, be billeted on the people who have not come forward. Compensation on a fixed scale according to the rank of the visitors will be paid to all who apply for it, but it has been proposed that this money should be distributed amongst the soldiers, who will have a trying and fatiguing time of it. The manoeuvres will wind up with a grand review at Altona on the 6th prox., for which preparations are already in progress; the authorities are erecting stands on the review ground, and if the weather holds they will be well filled, as the prices of the tickets are moderate, ranging from 6/- to 15/-. It will be a splendid sight, but for those who have not secured places beforehand probably a tremendous crush.

SHARE REPORT.

Messrs. Erich Georg & Co.'s Weekly Share report for Saturday reads:—Business has slackened down a good deal, for which the approaching settlements and a slight temporary tightness of money is responsible. The sterling demand rate on London is 1s. 10 1/2d., while Shanghai rates are 1s. 7 1/2d. for a T/T, and 1s. 7 1/2d. for a three days' sight private Bill. Barsilver is quoted in London 26 7/16d., and Consols 438 1/2.

BANK SHARES.—Hongkong and Shanghai sold in small lots at 84 1/2d. and 85 1/2d., closing with sellers at latter rate; the London rate is 266. National Bank have been done at 83, but a few shares are wanted at 83 1/2.

MARINE INSURANCE SHARES.—Unions, after sales at 580, are wanted now at 580; China Traders sold at 50 1/2. North China are in demand at 72 1/2, while Yangtzes are steady at 140. Cautions, after sales at 225 to 235, are required after at 237 1/2.

FIRE INSURANCE SHARES.—Hongkong have been done at 330. Chinas fetched 88, and continue in request.

SHIPPING SHARES.—Hongkong, Canton, and Macao Steamboat Shares have dropped to sellers at 22 1/2. Indo-Chinas weakened, and down to 12 1/2 market closing with buyers at 12 1/2 has been accepted, while for 31st December business has been put through at 12 1/2. Shanghai quotes 1s. 88 buyers; the London rate is 410. 15s. 0d. China and Manila sold at 82 1/2, and 82 1/2, closing with sellers at the higher rate; an extraordinary general meeting of shareholders will be held on 5th proximo, when the following resolution will be proposed: "that the capital of the company be reduced from \$1,500,000 divided into 30,000 shares of \$50 each, to \$750,000 divided into 30,000 shares of \$25 each, and that such reduction be effected by cancelling capital, which has been lost or is unrepresented by available assets to the extent of \$25 per share upon each of the 24,275 shares which have been issued and are now outstanding, and by reducing the nominal amount of all the shares in the company's capital from \$50 to \$25 per share." Doughs have dropped suddenly to 84 sellers. Star Ferries are unchanged. Shell Transports sold at 24s. 6d. to 25s. 0d., and have buyers at latter rate; the London rate is 23s. 6d.

REFINERIES weakened slightly, but close stronger again; cash business has been done at 32 1/2 and 32 1/2, and at 32 1/2 cash there are buyers; small time transactions have been effected at about the equivalent of the cash rate and further shares are wanted. London is offering at 86.

MINING SHARES.—Runge changed hands and are on offer at 56 1/2; a telegram from the mine reports a crushing of 3,800 tons stone, yielding 480 ounces of smelted gold.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company's shares sold at 32 1/2 and 32 1/2 for the settlement, and a few more shares appear to be on offer. Hongkong and Kowloon Wharf and Godown Company's shares sold at 113 and have further sellers; shareholders are reminded that they are only entitled to the new issue of shares on such number of shares which appear to their name on the Company's register on 1st proximo, in the proportion of one new share for every complete three shares held by them on 29th instant.

NEW ANKORAGE DOCK SHARES.—The shares of the New Ankorage Dock Company, which were issued in 1903, are now being offered at 1s. 15 cash and 1s. 1904 for 31st December, at which rates business was done, but later on the north sold at 1s. 184 cash, and the closing rate here is 1s. 183 buyers, while Shanghai quotes 1s. 180 buyers. Shanghai and Hongkong Wharves have eased down a bit, and there are sellers at 1s. 162 1/2.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares are a little quieter, and after sales at 81 1/2, are obtainable at 81 1/2. Kowloon Lands sold at 83 to 84, closing with buyers at 83. West Point are on offer at 81. Hongkong Hotels fetched 133 and continue in request. Humphreys' Estate and Finance Company's shares sold in fair quantities at 124 for old issue, but more shares are procurable; the new issue is quoted at 12 nominal. Shanghai Lands have been fixed at 1s. 111 and 1s. 112, closing with buyers at 1s. 113.

COTTON MILLS.—Unchanged.

MISCELLANEOUS.—Green Island Cement Company's shares found buyers at 31, and more shares are wanted. China Borneo can be placed at 31. A. S. Watsons have changed hands at 81 1/2 and have sellers; shareholders are reminded that the transfer books of the Company close on the 27th instant, so holders of shares not in their own names had better transfer the shares at once, to be in the position to apply for the new issue, which is payable on 30th instant (\$11 per new share). Electric are quiet at old rates. Ice Company's shares sold at 82 1/2, but there are sellers now at 82 1/2. Hongkong Steam Waterworks have buyers at 82 1/2; an extraordinary general meeting of shareholders will be held on 10th proximo, for the purpose of confirming the resolutions (vide our last circular) passed on 22nd instant. Dairy Farms sold at 32 1/2, but can be placed now at 32 1/2. G. Fenwick's have sellers at 34 1/2; this Company acquired some time ago a new site for their works, at North Point, and we hear that an extraordinary meeting will be held shortly to sanction a proposal to increase the capital from \$150,000 to \$450,000. Bell's Asbestos have buyers at 55. China Providents sold and are obtainable at 89 1/2. Watkins have sales and buyers at 89 1/2. China Light and Powers have advanced to buyers at 610. Steam Laundry Shares sold and have buyers at 57 for old shares; the new shares are in request at 57 1/2. Langkats are wanted at 1s. 302 1/2; the following telegraphic information, dated 18th instant, has been received from the manager of the Langkat Company: daily aggregate output of crude petroleum 76,000 gallons; crude petroleum in tanks at date 180,000 gallons; kerosene made since the date of the preceding half-monthly telegram 73,000 cases; kerosene shipped since 44,000 cases; and kerosene in stock at refinery at date 92,000 cases. We have eliminated from our share list the Robinson Piano Company, which is now a private concern, also the Canton and Hongkong Ice and Cold Storage Co., Ltd.

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[44]

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S. MINAMI, Manager, Hongkong.

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COAL DEPARTMENT

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Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted

to 1,210,000 tons

SHIPPING.

ARRIVALS.
ALCINOUS, British str., 423, Davies, 25th September, Liverpool and Singapore 20th September, General, Butterfield & Swire.
EMMA LUTKEN, German str., 1,110, H. Martens, 25th Sept., Tientsin (Java) 9th Sept., Sugar, Nuts and Oil, Chinese.
DAGMAR, German str., 921, C. Wolf, 25th September, Bangkok 18th Sept., Rice, Butterfield & Swire.
KWANGHAI, Chinese str., 1,540, Lincoln, 25th September, Shanghai 22nd Sept., General, Chinese.
KWONGSANG, British steamer, 1,427, P. M. B. Lake, 24th September, Shanghai and Swatow 20th September, General, Jardine, Matheson & Co.
MARIE JESSEN, German steamer, 2,247, H. Lorenzen, 24th Sept., Moji 18th Sept., Coal, H. U. Jeffries.
MAUSANG, British str., 1,644, S. J. Payne, 24th Sept., Sandakan 18th Sept., Timber, Jardine, Matheson & Co.
MEERBOO, Chinese str., 1,321, J. Whitelaw, 24th September, Canton 23rd Sept., General, Chinese.
PAKING, British str., 2,875, G. Rodway, 23rd Sept., Yokohama via Ports 10th Sept., General, Nippon Yusen Kaisha.
TAISHAN, British str., 1,140, C. D. Jenkins, 24th Sept., Sumbawa and Ports 14th September, Sugar, Bradley & Co.
TAIWAN, British str., 1,100, H. Harder, 25th September, Canton 24th Sept., General, Butterfield & Swire.
TEAN, British str., 1,346, A. Somerville, 24th September, Manila 21st Sept., General, Butterfield & Swire.
TJIMAH, Dutch str., 2,471, W. Jarrigue, 24th September, Amoy 23rd September, General, Java-China-Japan Lijn.
TRIUMPH, German str., 430, A. Hansen, 24th September, Foochow, Amoy and Swatow 23rd September, General, Osaka Shosen Kaisha.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
24th September.
Sihon, British str., for Newchwang.
Tromsø, British barque, for Sourabaya.

DEPARTURES.
24th September.
AUSTRALIAN, British str., for Moji.
HAINAN, British str., for Tamsui.
HANOI, French str., for Haiphong.
MALTA, British str., for Shanghai.
MELITA, French str., for Tonnare.
MERIONTHORPE, British str., for London.
NORIA, British str., for Europe.
PAKING, British str., for London.
REBY, British str., for Manila.
25th September.
FRITHOF, Norwegian str., for Tamsui.
HAILAN, French str., for Hoilow.
HELLAS, German str., for Yokohama.
INDEPENDENT, German str., for Nagasaki.
INXUM, British str., for Chefoo.
KWONGSANG, British str., for Canton.
LYDIA, German str., for Takao.
PITSANULOK, German str., for Amoy.
TROMTOM, American str., for Manila.

VESSLS IN DOCK.
24th September.
ANDERSON DOCK.—U. S. S. Pathfinder, Kengnam, Shawmut, Lika, Shahada.
COSMOPOLITAN DOCK.—Samsen.

VESSLS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).
The Company's Steamship

"AUSTRIA."
Captain Colledani, will be despatched as above on FRIDAY, the 30th inst., P.M.
For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents, Princes Buildings, Hongkong, 3rd September, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
The Steamship

"AUSTRALIAN."
Captain A. H. Shaw, will be despatched for the above ports on SATURDAY, the 15th October.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A fully qualified Surgeon and Stewardess are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 19th September, 1904.

HONGKONG-CANTON LINE.

"YING KING."
Captain E. J. Pegg, of 1088 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.
1st Class ... \$3.00 for Single Journey
2nd ... 1.50
Meals ... 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

"NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE FOR ANY DEBT CONTRACTED BY THE OFFICERS OR CREW OF THE FOLLOWING VESSELS DURING THE STAY IN HONGKONG HARBOUR."
QUEEN ELIZABETH, British ship, C. E. Fulton—Standard Oil Co.
LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.
KENTMERE, British Ship, T. E. Birch—Standard Oil Co.
BOURPAKI, French barque, Jean—Standard Oil Co.
EVIE J. RAY, American barque, Kastin—Sander, WIELER & Co.
E. B. SUTTON, American barque, Johnson—Order—

VESSLS ADVERTISED AS LOADING.

DESTINATION	VESSLS NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	8th Oct., at Noon
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	TREBUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th Oct.
LONDON, AMSTERDAM & ANTWERP	PATROCLES	Brit. str.	Williams	BUTTERFIELD & SWIRE	25th Oct.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	Verdon	BUTTERFIELD & SWIRE	25th Oct.
MARSEILLES, &c. VIA PORTS OF CALL	ULYSSES	Brit. str.	H. F. Forbes	MESSAGERIES MARITIMES	28th Oct. 1 P.M.
BUENOS AIRES, VIA PORTS OF CALL	AUSALLEN	Ger. str.	Bohrens	HAMBURG-AMERIKA LINIE	28th inst. Noon
HAVRE & LAMOURG	SCANDIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINIE	3rd Oct.
HAVRE & LAMOURG	SUEVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	18th Oct.
HAVRE & LAMOURG	BRISGAVIA	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	1st Nov.
HAVRE & LAMOURG	SLAVONIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	15th Nov.
TRIESTE, &c. VIA SINGAPORE, &c.	SEGOVIA	Ger. str.	Colledani	SANDER, WIELER & CO.	29th Nov.
GENOA, MARSEILLES & LIVERPOOL	AUSTRIA	Brit. str.	Colledani	BUTTERFIELD & SWIRE	30th inst. P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	PINGUEY	Brit. str.	Colledani	BUTTERFIELD & SWIRE	22nd Oct.
NEW YORK, VIA SUEZ CANAL	SAGAMI	Brit. str.	Colledani	BUTTERFIELD & SWIRE	About 30th inst.
VANCOUVER, VIA SHANGHAI, &c.	CLAYBURN	Brit. str.	Colledani	BUTTERFIELD & SWIRE	About 16th Oct.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	Colledani	BUTTERFIELD & SWIRE	19th Oct.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.	Colledani	BUTTERFIELD & SWIRE	12th Oct.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	SHOWAUT	Brit. str.	Wm. M. Smith	BUTTERFIELD & SWIRE	1st Oct.
PORTLAND, OREGON	DEUCALION	Brit. str.	Wm. M. Smith	BUTTERFIELD & SWIRE	3rd Oct.
AUSTRALIAN PORTS	NUMANTIA	Brit. str.	Colledani	BUTTERFIELD & SWIRE	16th Oct.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	Colledani	BUTTERFIELD & SWIRE	3rd Oct.
SHANGHAI	AUSTRALIAN	Brit. str.	A. H. Shaw	GIBB, LIVINGSTON & CO.	15th Oct.
SHANGHAI	LOONGSAY	Brit. str.	F. Kallstow	JARDINE, MATHESON & CO.	25th inst., 4 P.M.
SHANGHAI	LOONGSAY	Brit. str.	F. Kallstow	JARDINE, MATHESON & CO.	To-morrow, 3 P.M.
SHANGHAI	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	About 7th Oct.
SHANGHAI	ZIETEN	Brit. str.	G. O. Binzer	MELCHERS & CO.	Quick despatch
SHANGHAI	TUNGSHING	Brit. str.	Colledani	JARDINE, MATHESON & CO.	25th inst., 4 P.M.
SHANGHAI	TAIWAN	Brit. str.	Colledani	BUTTERFIELD & SWIRE	To-day
SHANGHAI	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	28th inst., 10 A.M.
SHANGHAI	M. STAUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	2nd Oct., 10 A.M.
SHANGHAI	KANSU	Brit. str.	W. Bodeley	BUTTERFIELD & SWIRE	29th inst.
SHANGHAI	HAINAN	Brit. str.	Robson	DOUGLAS LARPAIK & CO.	To-day
SHANGHAI	THALES	Brit. str.	Crowe	DOUGLAS LARPAIK & CO.	28th inst., 11 A.M.
SHANGHAI	KAIFONG	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	3rd Oct.
SHANGHAI	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	1st Oct., 10 A.M.
SHANGHAI	TEAN	Brit. str.	A. Somerville	BUTTERFIELD & SWIRE	To-morrow
SHANGHAI	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	1st Oct., 10 A.M.
SHANGHAI	LAISANG	Brit. str.	E. J. Tadd	JARDINE, MATHESON & CO.	28th inst., 3 P.M.
SHANGHAI	TJIMAH	Dut. str.	Colledani	JAVA-CHINA-JAPAN LIJN	Quick despatch.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA (ex KONGSBERG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 3rd Oct. Freight & Passengers.
SUEVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 18th Oct. Freight.
BRISGAVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 1st Nov. Freight.
SLAVONIA (ex STRASSBURG)	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 15th Nov. Freight & Passengers.
SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, NO. 1, DUFF'S BUILDINGS.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
R.M.S. "ATHENIAN" ... 3,862 Tons ... WEDNESDAY, 12th Oct.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 19th Oct.
R.M.S. "TAITAI" ... 4,425 Tons ... WEDNESDAY, 2nd Nov.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 16th Nov.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 14th Dec.

Hongkong to London, let Class ... via St. Lawrence 200 ... via New York \$62.
Intermediate on Steamers, ... \$40.
and let Class Rail ... \$42.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the Inland Sea of Japan, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, 9, Collyer Street.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing Date.

SHAWMUT ... 9,608 ... W. M. Smith ... Saturday, October 1st

TREMONT ... 9,608 ... T. W. Gerlick ... Friday, October 7th

LYRA ... 4,417 ... G. V. Williams ... Thursday, October 20th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 26th September, 1904.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL. REMARKS.

LONDON, &c. ... {BANGAL ... } Noon, 8th October ... See Special Advertisement.

* SHANGHAI ... {COROMANDEL ... } About 7th October ... Freight and Passage.

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID ... {FORMOSA ... } About 30th September ... Freight and Passage.

* Expected to arrive on or about 7th October, or will leave for the next English Mail.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 26th September, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP, TONS, CAPTAIN, FOR, SAILING DATE.

ZAFIRO ... 2540 ... R. Rodger ... Manila, Sat., 1st Oct., 10 A.M.

RUBI ... 2540 ... R. W. Almond ... Manila, Sat., 8th Oct., 10 A.M.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 26th September, 1904.

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES. 1904.

PRINZ HEINRICH ... WEDNESDAY ... 28th September

BAYERN ... WEDNESDAY ... 12th October

SACHSEN ... WEDNESDAY ... 25th October

ZIETEN ... WEDNESDAY ... 28th November

PRINZESS ALICE ... WEDNESDAY ... 27th December

PREUSSEN ... WEDNESDAY ... 21st December

PRINZ BITEL FRIEDRICH ... WEDNESDAY ... 4th January 1905.

ON WEDNESDAY, the 28th day of SEPTEMBER, 1904, at Noon, the Steamship "BAYERN," Captain H. Forster, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 26th September. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 27th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELOCHERS & CO., AGENTS.

Hongkong, 16th September, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING

FOOCHOW, VIA SWATOW ... "TRIUMPH" ... WEDNESDAY, 28th

TAMSAI, VIA SWATOW ... "M. STAUVE" ... SUNDAY, 2nd Oct.,

and AMOY ... at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport services, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.

Hongkong, 19th September, 1904. T. AKIMA, Manager

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON.

Operating in CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, TO SAIL ON

"NUMANTIA" ... 4,370 ... Wagner ... October 10th, 1904.

"NICOMEDIA" ... 4,370 ... Wagner ... October 27th, 1904.

"ARABIA" ... 4,483 ... Balle ... November 19th, 1904.

"ARAGONIA" ... 5,198 ... Schuldt ... December 13th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th August, 1904.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER, FROM, EXPECTED ON OR ABOUT, WILL LEAVE FOR, ON OR ABOUT

TJIMAH ... JAPAN ... Second half of September ... JAVA PORTS ... Second half of September

TJILATJAP ... JAVA PORTS ... First half of October ... JAPAN ... First half of October

TJIPANAS ... JAPAN ... First half of October ... JAVA PORTS ... Second half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor, Hongkong, 23rd September, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUNTER PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DEUCALION"	On 28th September	
GLASGOW and LIVERPOOL	"ULYSSES"	On 8th October	
GLASGOW and LIVERPOOL	"JASON"	On 14th October	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd October	

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September	
LONDON, AMSTERDAM and ANTWERP	"PATROCLOS"	On 11th October	
GENOA, MARSEILLES and LIVERPOOL	"PINGSUEY"	On 22nd October	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th October	
LONDON, AMSTERDAM and ANTWERP	"ULYSSES"	On 8th November	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"DEUCALION"	On 3rd October	
	"YANGTZE"	On 1st November	

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th September, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
NINGPO & SHANGHAI	"TAIWAN"	On 24th September	
MANILA	"TEAN"	On 27th September	
SWATOW, CHEFOO and TIENSIN	"KANSU"	On 29th September	
CEBU & ILOILO	"KAIFONG"	On 3rd October	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 3rd October	

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th September, 1904.

[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
SHANGHAI via SWATOW	"TUNGSHING"	Wednes., 28th Sept., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Wednes., 28th Sept., 3 P.M.	
TIENSIN	"ESANG"	Wednes., 28th Sept., 4 P.M.	

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chafco, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 26th September, 1904.

[1838]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY"	Captain J. P. Dawson
S.S. "COURTFIELD"	Captain J. W. Martin
S.S. "CRANLEY"	Captain W. E. Steele
S.S. "IKBAL"	Captain A. Jennings
S.S. "ASCOT"	Captain C. E. Cox
S.S. "TWEEDDALE"	Captain T. M. Milne
S.S. "LOTHIAN"	Captain J. C. Williamson
S.S. "INKUM"	Captain E. S. Pearce

For Freight, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

Hongkong, 23rd September, 1904.

[2030]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR SWATOW, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL"

Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for Bombay
on SATURDAY, the 8th OCTOBER, at
NOON, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "India," 7,911 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Arabia," due in
London on the 20th November, 1904.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 26th September, 1904.

THE AMERICAN SYSTEM OF DENTISTRY

DR. M. H. CHAUN.

37, DES VOUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904.

[2161]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 21st instant.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 26th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 26th inst.,
will be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
29th inst., or they will not be recognised.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th September, 1904.

[10-11]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"HELLAS"

Captain Rohde, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
the Godowns.

Optional Cargo will be forwarded unless
notice to the contrary is given before TO-DAY,
the 21st inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 28th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 28th inst., at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hamburg Office.

Hongkong, 21st September, 1904.

[2233]

S.S. "SALAZIE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.
"Danube," from Havre ex s.s. "Danube," in
connection with above Steamer, are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown Co.,
Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 10 A.M., TO-MORROW, 21st inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
Tuesday, the 27th September, at NOON, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 27th September, or they will not be
recognised.

All damaged packages will be examined on
Tuesday, the 27th September, at 3 P.M.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th September, 1904.

[2]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"

FROM SEATTLE, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from the Godowns.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

An average bond is lying at this Office and
same must be signed, and a deposit of 1 per
cent. paid before delivery can be obtained.

DODWELL & CO., LD.,
Agents.

Hongkong, 21st September, 1904.

[7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA"

FROM LONDON, PORT SAID, SUEZ,
BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Britannia."
From Persian Gulf ex s.s. "B. I. S. N."
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
intimation is given to the contrary before
5 P.M., TO-DAY, the 23rd inst.

Goods not cleared by the 30th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 23rd September, 1904.

[1]

SHIPPING IN PORT.

STEAMERS

AVAILA, British str., 2,385, W. Hume, 21st
September—New York 29th Sept, Case
Oil—Standard Oil Co.
DORIC, British steamer, 4,975, H. Smith, 15th
September—San Francisco 18th August
and Shanghai 13th Sept. Mails and Gen-
eral—O. & O. S. N. Co.
ELISABETH RICKMERS, German str., 997, G.
Gotsche, 22nd September—Bangkok 12th
Sept., General—Arnhold, Karberg & Co.
ESANG, British str., 1,127, W. F. Richard, 21st
September—Tientsin 14th Sept. and Che-
foo 16th General—Jardine, Matheson & Co.
HAMBURG, British str., 1,327, Thos.
Wm. Carr, 19th Sept.—Port Louis and
Mauritius 22nd August, General—Order.
HOBART, German str., 1,275, H. Hamer,
21st Sept.—Saigon 16th Sept., Rice and
Flour—Order.
JOHANN, German str., 952, Ipland, 16th Sept.—
Bangkok 9th September, Rice—Jelison
& Co.
LAISANG, British str., 3,450, E. J. Tadd, 19th
September—Calcutta 4th Sept., General—
Jardine, Matheson & Co.
KOHSHONG, German str., 1,292, C. Gosewisch,
23rd Sept.—Bangkok 14th Sept., General—
Butterfield & Swire.
SAMSON, German str., 988, F. Rohwaldt, 18th
September—Bangkok via Swatow 17th
September, Rice—Melchers & Co.
SHAWWAT, American str., 9,606, Smith, 22nd
August—Tacoma 18th July, General—
Order.
TONGUS, Norwegian steamer, 1,753, C. L.
Halvorsen, 14th Sept.—Moji 8th Sept.,
Coal—Melchers & Co.

SAILING SHIPS

BOURBON, French ship, 1,710, F. Jean, 6th
Sept.—New York 10th May, Petroleum—
Standard Oil Co.
E. B. SUTTON, American barque, 1,248, Joha-
son, 19th July—Chafco 25th June, Ballast.
—Order.
EVIE J. RAY, American barque, 913, Ktatin, 6th
August—Maula 20th June, Timber—
Sander, Wieler & Co.
KENTMERE, British barque, 2,334, Burch, 14th
June—New York 28th January, Kerosene,
Standard Oil Co.
QUEEN ELIZABETH, British ship, 1,700, C. E.
Fulke, 22nd August—New York 19th
April, Kerosene Oil—Standard Oil Co.
TRONATE, British barque, 949, A. Hutton,
28th May—Fremantle 23rd March, Sandal-
wood—Gillman & Co.

BRITISH WARSHIPS

ALACRITY, British despatch-boat, 1,700, Comdr.
R. M. Harbord.
CHERIE, water tank and tug.
ESPERIE, British gunboat, 1,070, Ernest G.
Barton.
HANDY, torpedo boat destroyer.
OTTER, torpedo boat destroyer, Lieut. E. H.
Jelliffe.
ROSARIO, sloop, Captain Vivian.
SERIES, cruiser, C. H. H. Moore.
TAKU, torpedo boat destroyer.
TAMAR, receiving ship, Commodore C. G.
Dicken.
VIRAGO, torpedo boat destroyer.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. R. M. Harbord, Hongkong
Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Weihaiwei.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Beihai Sea.
Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.,
Weihaiwei.
Andromeda, cruiser, 12,500 tons, Capt. Nelson
Omanney, Weihaiwei.
Asra, 2nd class cruiser, 4,367 tons, 10 guns,
7,000 h.p., Captain Lionel G. Tufnell,
Singapore.
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. O. M. Makins, Yangtze.
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut.-Comdr. Thos. D. Pratt, Weihaiwei.
Centurion, battleship, 10,500 tons, Capt. Fegen,
Weihaiwei.
Cressy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tudor, Weihaiwei.
Eagle, gunboat, 1,070 tons, 10 guns, Comdr.
Sawyer, Hongkong.
Fame, torpedo boat destroyer, 350 tons, 6 guns,
7,700 h.p., Lieut.-Comdr. C. Asser, Wei-
haiwei.
Fearless, gunboat, 443 tons, 12 guns, Comdr.
Vaughan Lewis, Shanghai.
Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, Weihaiwei.
Handy, torpedo boat destroyer, 250 tons, 6 guns,
4,000 h.p., in reserve.
Hart, torpedo boat destroyer, 250 tons, 6 guns,
4,000 h.p., Weihaiwei.
Humber, storeship, 1,640 tons, Comdr. P. M.
Riadore, Weihaiwei.
Iphigenia, 2nd class cruiser, 3,600 tons, Capt.
Fawcoker, Shanghai.
Janus, torpedo boat destroyer, 280 tons, 6 guns,
3,900 h.p., Lieut.-Comdr. J. A. Gregory,
Weihaiwei.
Kinshe, river gunboat, 331 tons, Lieut.-Comdr.
Christopher P. Metcalf, on Yangtze.
Leviathan, cruiser, 14,100 tons, Capt. Hon. W.
G. Stepford, Weihaiwei.
Moonchen, river gunboat, 180 tons, 2 guns,
Lieut.-Comdr. G. G. Webster, West River
Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain Grest, C.M.G., Weihaiwei.
Otter, torpedo boat destroyer, 350 tons, in
reserve.
Phenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. J. Nicholas, Chemulpo.
Rambler, surveying ship, 583 tons, Comdr.
Chas. E. Monro, Labuan.
Rivulet, sloop, 380 tons, 6 guns, Comdr. D. S.
Aubyn Wake, Singapore.
Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. Vaughan, West River
Rosario, sloop, 980 tons, 6 guns, 11,400 h.p.,
Comdr. Thos. Jackson, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. L. W. Jones, West River
Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.
H. Moore, Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut.-Comdr. Ernest W. G. Davidson, on
Yangtze.
Taku, torpedo boat destroyer, 250 tons, 6 guns,
5,600 h.p., Weihaiwei.
Tamar, receiving ship, 1,640 tons, 6 guns,
Commodore C. G. Dicken, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut.-
Comdr. E. P. R. Dugmore, on Yangtze.
Thetis, cruiser, 3,400 tons, Capt. J. C. A.
Wilkinson, Weihaiwei.
Tweed, gunboat, 362 tons, 3 guns, 200 h.p.,
Lieut.-Comdr. E. H. Keato, on Yangtze.
Vengeance, battleship, 12,950 tons, 12 guns,
13,500 h.p., Capt. L. C. Stuart C.M.G.,
Weihaiwei.
Vestal, sloop, 350 tons, 10 guns, 1,400 h.p.,
Comdr. Stuart St. J. Farquhar, Yangtze.
Virago, torpedo boat destroyer, 350 tons,
in reserve.
Watervitch, surveying ship, 620 tons, 450 h.p.,
Comdr. E. C. Hardy, at Weihaiwei.
Whiting, torpedo boat destroyer, 380 tons, 6
guns, 5,900 h.p., Lieut.-Comdr. Wells,
Weihaiwei.

Wivern, coast defence ship, armed, 2,750 tons,
1,000 h.p., in reserve, at Hongkong.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Com. Hugh Somerville, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lieut.-Com. Wason, Yangtze.

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